

deeply appreciative of my friend from Texas and all those who have cosponsored the resolution.

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Mr. FIGURES. Mr. Speaker, again, I support House Resolution 728, and I urge my colleagues to do the same. Again, I express my sincere appreciation to Congressman CHIP ROY for helping out my district and the citizens of my district during this critical time.

Mr. Speaker, I yield back the balance of my time.

Mr. BABIN. Mr. Speaker, in closing, this resolution will cement unwavering support of this Congress to the brave folks from the great State of Texas. To honor the lives lost and the perseverance of the survivors, it is our duty to pass this resolution.

Mr. Speaker, I urge support of H. Res. 782, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. BABIN) that the House suspend the rules and agree to the resolution, H. Res 782.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution was agreed to.

A motion to reconsider was laid on the table.

#### DHS INTELLIGENCE ROTATIONAL ASSIGNMENT PROGRAM AND LAW ENFORCEMENT SUPPORT ACT

Mr. GARBARINO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2212) to amend the Homeland Security Act of 2002 to establish the Intelligence Rotational Assignment Program, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2212

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

##### SECTION 1. SHORT TITLE.

This Act may be cited as the "DHS Intelligence Rotational Assignment Program and Law Enforcement Support Act".

##### SEC. 2. DEPARTMENT OF HOMELAND SECURITY INTELLIGENCE ROTATIONAL ASSIGNMENT PROGRAM.

Section 844 of the Homeland Security Act of 2002 (6 U.S.C. 414) is amended by adding at the end the following new subsection:

"(b) OFFICE OF THE DIRECTOR OF NATIONAL INTELLIGENCE (ODNI) INTELLIGENCE COMMUNITY CIVILIAN JOINT DUTY PROGRAM.—The Secretary shall require all components of the Department that are members of the DHS Intelligence Enterprise to participate in the ODNI Intelligence Community Civilian Joint Duty Program in a manner consistent with the policies established by the Director of National Intelligence for the Program."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. GARBARINO) and the gentleman from Puerto Rico (Mr. HERNÁNDEZ) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

##### GENERAL LEAVE

Mr. GARBARINO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 2212.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. GARBARINO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 2212, the DHS Intelligence Rotational Assignment Program and Law Enforcement Support Act. This bill will improve the Department of Homeland Security's Office of Intelligence and Analysis collaboration with the wider intelligence community.

As the only intelligence agency with a duty to share information with State and local law enforcement, it is imperative the Office of Intelligence and Analysis analysts have effective partnerships within the intelligence community.

In addition, I also want to take a second to express my gratitude to the rest of my Committee on Homeland Security colleagues on both sides of the aisle as we work to advance over a dozen bipartisan pieces of legislation to the House floor this week. As chairman, I look forward to sending many more legislative priorities to the House floor.

Mr. Speaker, I urge support for H.R. 2212, and I reserve the balance of my time.

Mr. HERNÁNDEZ. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of this bill which directs the Secretary of Homeland Security, in coordination with the Director of National Intelligence, to require all components of the Department of Homeland Security intelligence enterprise to participate in the intelligence community's Civilian Joint Duty Program.

The Civilian Joint Duty Program allows professionals across the 18 U.S. intelligence agencies to temporarily work in a different U.S. intelligence organization to broaden their skills beyond their home agencies.

Requiring the participation of all DHS intelligence offices in the program will expose the DHS intelligence workforce to best practices in the field and promote cross-organizational networks.

H.R. 2212 not only supports the professional development of the DHS intelligence workforce but fosters more information sharing and better positions DHS to identify and mitigate threats to the homeland.

Mr. Speaker, I support the bill, and I reserve the balance of my time.

Mr. GARBARINO. Madam Speaker, I yield such time as he may consume to the gentleman from Pennsylvania (Mr. MACKENZIE).

Mr. MACKENZIE. Madam Speaker, I rise to support H.R. 2212, the DHS Intelligence Rotational Assignment Program and Law Enforcement Support Act.

Next year, our Nation will mark the 25th anniversary of the 9/11 terrorist attacks. As we approach this solemn milestone, it is important that we reflect on the progress we have made in preventing attacks, as well as the areas where we can continue to improve.

Countless Americans work every day across numerous agencies to keep our citizens safe from potential threats. In the aftermath of the 9/11 attacks, the intelligence community was strengthened and its ranks were bolstered. Because of their work, and the courage of our veterans and servicemembers, our Nation has been spared from similar attacks.

We thank all of those who serve our Nation, both as civilians and servicemembers, in the fight to secure our homeland.

Despite this success, we remain vigilant in the face of continuing threats against our country. That means continuing to analyze our tactics, refine our strategies, and ensure that critical information is efficiently shared between agencies.

Information silos are not unique to the intelligence community, but the need to overcome them is more acute. The consequences are far greater if there are problems that arise. The intelligence community's ability to detect and prevent attacks against our homeland depends on coordinated and efficient information flows.

We expect smooth interaction and joint maneuvers from our Nation's warfighters, and we depend upon the same thing across all components of our intelligence community.

However, this coordination can be improved. In 2017, the inspectors general of the Intelligence Community, the Department of Homeland Security, and the Department of Justice all completed a report that noted the DHS intelligence enterprise was not as effective and as valuable as it could be. This was attributed, in part, to a lack of unity throughout the DHS intelligence enterprise.

For the intelligence community, the stakes could not be higher. Our Nation's security depends on streamlined coordination across agencies. That is why this bill ensures that the intelligence components of DHS are fully integrated within joint duty programs across the broader intelligence community. This allows intelligence analysts at DHS to sharpen their knowledge and expertise by spending time across different agencies.

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These benefits are similar to what many Americans have experienced throughout private industry. As a one-time board member for the Pennsylvania Workforce Development Board and as Republican chair of the Pennsylvania House Labor and Industry

Committee, I got to see how innovative ideas like these can improve workplaces. Gaining experience and making contacts across departments can enhance the efficiency and morale of the organization, helping them to achieve their objectives.

Rotational programs can take employees out of their respective bubbles, helping them see the big picture of the organization and the important roles that are played by employees in other areas.

These same principles and strategies can certainly be translated into the homeland security space, where wider knowledge and institutional connections mean stronger security. By giving DHS staff the opportunity to gain knowledge and skills from throughout the department, we give the intelligence community a leg up in the fight to protect our Nation.

It is time for Congress to codify DHS' Intelligence Rotational Assignment program and ensure that our intelligence community has the breadth of experience necessary to tackle the threats of tomorrow.

Mr. HERNÁNDEZ. Madam Speaker, I urge my colleagues to support H.R. 2212, and I yield back the balance of my time.

Mr. GARBARINO. Madam Speaker, I, again, urge my colleagues to support H.R. 2212, and I yield back the balance of my time.

The SPEAKER pro tempore (Mrs. MILLER of Illinois). The question is on the motion offered by the gentleman from New York (Mr. GARBARINO) that the House suspend the rules and pass the bill, H.R. 2212, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

#### DEPARTMENT OF HOMELAND SECURITY VEHICULAR TERRORISM PREVENTION AND MITIGATION ACT OF 2025

Mr. GARBARINO. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1608) to require the Secretary of Homeland Security to produce a report on emerging threats and countermeasures related to vehicular terrorism, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1608

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Department of Homeland Security Vehicular Terrorism Prevention and Mitigation Act of 2025".

#### SEC. 2. FINDINGS.

Congress finds the following:

(1) On January 1, 2025, a devastating vehicular terrorist attack occurred on Bourbon Street in New Orleans, Louisiana, when an assailant

inspired by the Islamic State drove a vehicle into a crowd and engaged in a shootout with law enforcement. This tragic incident resulted in the loss of 14 lives and injuries to at least thirty-five others, including two police officers.

(2) Vehicle-ramming attacks and other vehicular terrorist incidents represent an enduring and evolving threat to public safety in the United States and around the world, targeting innocent civilians and first responders.

(3) These attacks, carried out by both organized terrorist groups and individual actors, often aim to exploit high-density public gatherings, critical infrastructure, and key transportation hubs, causing mass casualties and widespread disruption.

(4) Emerging automotive technologies, such as autonomous vehicles, Advanced Driver Assistance System (ADAS) capabilities, and ride-sharing platforms, create new vulnerabilities that could be leveraged by malicious actors to conduct sophisticated vehicle-based attacks.

(5) The Department of Homeland Security, through agencies like the Transportation Security Administration and the Cybersecurity and Infrastructure Security Agency, plays a vital role in detecting, assessing, and mitigating the risks associated with vehicle-based threats.

(6) Strengthened coordination between Federal, State, local, Tribal, territorial, and private sector stakeholders is essential to enhance prevention, preparedness, and response efforts, ensuring the safety of communities across the nation.

#### SEC. 3. REPORT ON EMERGING THREATS AND COUNTERMEASURES RELATED TO VEHICULAR TERRORISM.

(a) REPORT.—

(1) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Secretary of Homeland Security, in coordination with the Administrator of the Transportation Security Administration and the Director of the Cybersecurity and Infrastructure Security Agency, shall submit to the appropriate congressional committees a report on the Department of Homeland Security's efforts to prevent, deter, and respond to vehicular terrorism.

(2) ELEMENTS.—The report under paragraph (1) shall include the following:

(A) An assessment of the current and emerging threats posed by vehicular terrorism, as well as the following:

(i) An analysis of the methods, tactics, and motivations used by perpetrators of vehicular terrorism.

(ii) An evaluation of domestic and international trends in vehicular terrorism.

(iii) An identification of potential future threats related to the misuse of connected or autonomous vehicles, Advanced Driver Assistance System (ADAS)-equipped vehicles, ride-sharing services, and advancements in automotive technologies, including cybersecurity threats to underlying software technologies (including artificial intelligence-enabled technologies) powering autonomous vehicles.

(B) A review of higher-risk locations and events that may be vulnerable to vehicular terrorism, including the following:

(i) Critical infrastructure sites such as the following:

(I) Airports.

(II) Seaports.

(III) Federal, State, local, Tribal, and territorial government facilities.

(IV) Power plants.

(V) Substations.

(VI) Oil refineries.

(VII) Public transportation hubs.

(VIII) Healthcare facilities.

(ii) Soft-targets and crowded spaces, including mass gatherings and widely attended events such as parades, concerts, sporting events, political rallies, holiday markets, places of worship, public demonstrations, and ceremonial events.

(iii) High-density urban areas with limited physical security measures such as

pedestrianized city centers, commercial districts, residential neighborhoods, public parks, recreational areas, educational institutions, and tourist destinations.

(C) A comprehensive summary of actions taken by the Department of Homeland Security, the Transportation Security Administration, and the Cybersecurity and Infrastructure Security Agency to research measures that prevent, deter, and respond to vehicular terrorism, including the following:

(i) The identification and coordination with State, local, Tribal, and territorial governments and industry partners for the strategic placement of physical barriers, bollards, and other protective infrastructure at higher-risk locations.

(ii) The research, testing, and deployment of geofencing, surveillance systems, cybersecurity measures, and other technologies designed to monitor, restrict, and manage vehicle access to such higher-risk locations.

(iii) The creation of real-time response strategies and operational plans to neutralize vehicular terrorism, including ongoing research into best practices for threat detection, incident management, and threat containment.

(D) An evaluation of the Department's engagement with private and public sector stakeholders to address risks of vehicular terrorism, including the following:

(i) Collaboration with vehicle rental companies, ride-sharing platforms, vendors of connected, autonomous, and ADAS technologies, freight operators, and automotive manufacturers.

(ii) Development of industry-specific best practices to prevent the misuse of vehicles.

(iii) Protocols for sharing threat intelligence and security guidance with private sector partners.

(E) A description of the Department's coordination efforts with Federal, State, local, Tribal, and territorial law enforcement agencies to prevent vehicular terrorism, including the following:

(i) Mechanisms for sharing threat intelligence and situational awareness.

(ii) Guidance provided to such law enforcement agencies regarding implementing countermeasures, such as traffic control measures and rapid vehicle containment protocols.

(iii) Joint exercises and training programs to enhance interagency preparedness and response.

(iv) Efforts to equip law enforcement, first responders, and private sector partners with the knowledge and skills to recognize and respond to vehicular terrorism, including the development of specialized curricula addressing emerging threats, such as connected or autonomous vehicles and other advanced technologies.

(v) Outreach efforts to ensure that smaller jurisdictions have access to necessary training resources and public safety awareness tools.

(F) Recommendations for the research, development, and deployment of technologies to detect, deter, and mitigate vehicular terrorism, including the following:

(i) Vehicle immobilization systems and remote disablement technologies.

(ii) Predictive analytics and threat detection software that incorporate artificial intelligence and machine learning algorithms to identify and flag in real time anomalous or suspicious vehicle behavior, as well as associated technologies to disable or divert a vehicle before it becomes a threat.

(iii) Innovations in cybersecurity to prevent the hacking or misuse of connected, autonomous, or ADAS-equipped vehicles.

(G) A description of the Department's engagement with privacy, civil rights, and civil liberties stakeholders to ensure all countermeasures and technologies, including artificial-intelligence and machine learning algorithms, deployed to prevent vehicular terrorism are implemented in a manner that respects individual rights and freedoms.